

5. Remove the five W048-234 plugs from the power take-off. (These are standard square head 3/8" pipe plugs.)
6. Place the W048-218 gasket in place on the power take-off. This gasket can easily be held in place by first applying a small amount of gasket cement on the power take-off behind this gasket.
7. Place the power take-off in position.
8. The power take-off is bolted to the transfer case by five 3/8" x 1" Allen head capscrews with Hi-collar washers (Part Nos. W048-245 and W048-248). Be sure to start all five capscrews before tightening any of them. It is advisable to use a 5/16" hexagon drive approximately 3" long, and a speed wrench with a Universal joint to install these five capscrews. Care should be taken not to drop one of these capscrews or washers into the power take-off housing, as it would probably require dis-assembling the power take-off in order to remove these parts.
9. Replace and tighten the five W048-234 plugs.
10. Re-install the shifter levers.
11. To install winch drive shafts, first remove nut from stabilizer cable bolt on the bell housing, and the next bolt on the bell housing towards the center of the vehicle. This bolt is replaced by the 3/8" x 2-3/4" capscrew furnished with winch installation. Using the stabilizer cable bolt and the 3/8" x 2-3/4" bolt, mount the bearing bracket on the front of the bell housing. Now loosen the two bearing clamp bolts on the bearing bracket. Insert 19" (short) shaft into the bearing bracket. Place a 1/4" x 1" Woodruff key on the shaft and install the rear universal joint. Before installing center universal joint, place a 1/4" x 1" Woodruff key on the rear shaft and on one end of the front shaft. The front shaft, (30-1/2" long) goes above the bell crank arm. Install the front universal joint, making sure the 1/4" x 1" Woodruff key is on the front shaft. **DO NOT** tighten set screws at this time.
12. To prevent distortion of the vehicle frame when removing the front bumper, it is advisable to drill out the bumper rivets. **DO NOT** chisel off the rivet heads.
13. Slide bumper assembly in position. Connecting front universal joint to winch shaft as bumper assembly is being installed. **BE SURE** to install all bumper assembly bolts before tightening any of them.
14. Check all universal joints to be sure that each yoke is evenly spaced over key in shafts. Tighten all universal joint set screws. It is advisable to countersink each set screw into the shaft by drilling with a 5/16" drill. Tighten bearing clamp bolts in bearing bracket.
15. Install the winch cable. Remove one of the 3/8" x 7/8" capscrews holding the cable clamp to winch drum and loosen the other 3/8" x 7/8" capscrews until it is almost out of the winch drum. Pull cable through guide rollers and out through the hole in the winch drum, until the end of the cable is even with top of the clamp. Replace the 3/8" x 7/8" capscrews and tighten cable clamp. Cut off the capscrews flush with the inside of the winch drum with a sharp chisel or hacksaw.
16. Check oil in winch housing. Use EP-140 gear oil if necessary. Grease all fittings on winch and the shaft bearing bracket. Oil sliding parts on the drum clutch. The power take-off is oiled from the transfer case.
17. Wind the cable on underside of winch drum. Care should be taken to wind the cable evenly and as tightly as possible. If enough room is available, attach the hook to a solid anchor, and pull on emergency brake slightly. Wind the cable onto the drum by allowing the winch to pull the vehicle across the shop floor. After all the cable is wound on the drum, engage the hook on the bumper flange. Disengage the drum clutch by pulling up on the drum clutch lever (Part 199). The drag brake will prevent the cable from unwinding.